

THE
HONGKONG
WEEKLY.
ILLUSTRATED

The China Mail.

ESTABLISHED 1845

Don't Forget
TO ORDER THE
OVERLAND
CHINA MAIL
BEFORE GOING HOME

No. 13,850

號九廿月八年七零百九千一第

HONGKONG THURSDAY, AUGUST 29, 1907.

日一廿月七年未丁

PRICE, \$3.00 Per Month

Intimations.

THORNE'S
OLD VAT



SCOTCH WHISKY

HONG KONG, CHINA & MANILLA
A. S. WATSON & CO. LTD.

Hongkong, May 1, 1907.

TAI KWONG CO.

109, Des Voeux Road Central

CAROLINE LAMPS

WELSHBACH MANTLES.

Hongkong, June 14, 1907.

HONGKONG GYMNASIUM CLUB

THE FOURTH MEETING of the

Season will be held at the HAPPY

Valley on SATURDAY, 1st August,

1907, commencing at 4 p.m.

The Charge of Admission will be \$1.00

for others than Members of the Hongkong

Jockey Club or Gymnasium Club.

Soldiers and Sailors in uniform Half

Price.

The Committee invite the ladies of

Hongkong to be present.

For further particulars see Report.

RODINALD F. C. MASTER.

Hon. Sec. and Treasurer.

Hongkong, August 27, 1907.

1391

BERNARD GORELSE.

DET danske Konsulat i Hongkong,

holder hermed alle Vedkommendes

Opmærksomhed paa, at Danske, der den

7de APRIL, 1908, og derefter, have haft

Blomstertid i Danmark i 10 Aar,

udstillet sig for at tage danske

Indfødsret, medmindre de—

Indfødsret og Repræsentation i 1904 Marts,

1894-97—stige Erhvervet og Forholdet

af deres Ret.

Hongkong den 26 August, 1907.

ARMIN HAUT,

Hongkong dansk Konsul.

1340

YOUNG MAN WANTED—

STENOGRAPHER.

I know of an \$100.00 vacancy at Canton,

open for 3 months, widely advertised,

yet no one qualified has been found. Does

not this circumstance convince you that

stenoographers are scarce?

MY NIGHT SCHOOL.

FOUR MONTHS' COURSE.

OPENS SEPTEMBER 1st.

Apply CONNAUGHT HOTEL,

HORATIO C. POLLOCK,

Court-Reporter.

Hongkong, August 20, 1907.

1352

NOTICE.

BANCO NACIONAL ULTRAMARINO.

THE AGENCY of the above Bank in

Hongkong will, from the 1st of

September, 1907, be transferred to Messrs

ARMATON Y. APAR & CO., in the

place and instead of Messrs ROZARIO &

CO.

Dated 21st August, 1907.

OGRENTA DA AGENCIA

Do BANCO NACIONAL ULTRAMARINO,

JOAQUIM L. C. GOMES.

Hongkong, August 21, 1907.

1353

NOTICE.

THE Undersigned, having tendered their

Resignation, beg to inform the Public

in General that they will cease from

SATURDAY, the 31st instant, to be the

Agents in this Colony of the "BANCO

NACIONAL ULTRAMARINO, MACAO,"

ROZARIO & CO.

Hongkong, August 21, 1907.

1353

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an INFANTRY

COMPANY with a detachment of

Cyclists. All who are desirous of joining

are requested to apply personally at VICTOR

STEE HARRINGTON, morning or after-

noon.

A. J. THOMPSON, Captain,

Staff Officer, H.K.V.C.

Hongkong, July 26, 1907.

1217

A LING & CO.,

10, QUEEN'S ROAD CENTRAL

(Next to Messrs Kohn & Kohn).

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of Every

Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907.

1239

Business Notices.

W. S. BAILEY & CO.
ENGINEERS & SHIPBUILDERS.

WORKS:

KOWLOON BAY.

OFFICES & STORES:

No. 20, CONNAUGHT RO.

HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones

s.s. FOWAN, 2,383 tons, Captain H. T. Black

s.s. FATHAN, 2,260 tons, Captain O. Lloyd

s.s. KINSHAN, 1,995 tons, Captain B. Branch

s.s. HUNGSHAN, 1,408 tons, Captain R. D. Thomas

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted). The S.S. FOWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

These Steamers, carrying His Majesty's Mail, are the largest and fastest on the River. Special facilities are drawn to their Superior Saloon and Cabin accommodation.

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G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

Hongkong, February 18, 1907.

THERE IS NO DOUBT
THAT
where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has innumerable instances prevented a serious
illness. The effect of
ENO'S 'FRUIT SALT'
upon any disordered, slops, or feverish condition is simply
marvellous and unsurpassed. In fact it
IS
NATURE'S OWN REMEDY
CAUTION.—Examine the wrapper and see that it is marked ENO'S 'FRUIT SALT'.
otherwise you have the counterfeit form of 'Fruit-Salt'—IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.E.
Eng. by J. C. ENO'S Patent.
Sold by Chemists and Stores everywhere.

Holloway's
PILLS & OINTMENT
Should be in every Home.
The Pills CURE INDIGESTION,
BILIOUSNESS, HEADACHE,
CONSTIPATION,
FLATULENCE, DIZZINESS, &c. THE CHEST AND THROAT.
The Ointment CURES SPRAINS, WOUNDS,
SORES, SKIN ERUPTIONS,
AND COMPLAINTS OF
THE CHEST AND THROAT.
RECOMMENDED AND
USED BY ALL GOOD NURSES.
Manufactured only at 78, New Oxford Street (late 53), Oxford Street, London.

DINNEFORD'S
The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Gastric Regurgitation, Bilious Abdominal
Pain, &c.
DINNEFORD'S
MAGNESIA
Safest and most
Effective Remedy
for
Regular Use.

USE ONLY & USE ALWAYS.
ATKINSONS
A LUXURIOUS PERFUME
IN HEALTH.
Far Superior
to the
German Kinds.
A NECESSARY
RESTORATIVE
IN SICKNESS.
EAU DE COLOGNE

WELLINGTON
KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY, &c.
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES.
JOHN OAKLEY & SONS
BLACK LEAD MILLS, LONDON.
JOHN OAKLEY & SONS LIMITED, "WELLINGTON MILLS LONDON."

Intimations.
MITSUBISHI COSHI KWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT
MARUNO-UCHI, TOKYO.
CABLE ADDRESS: 'IWASAKI'.
Which applies to all Branch Offices.
At A B O 5th Edition, Western Union
Codes used.
All Letters Addressed:—
MANAGER, MITSUBISHI CO.,
with name of place under.
BRANCH OFFICES:—
NAGASAKI, MOI, KORE, KANAGAWA,
SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:
YOKOHAMA: M. ARADA, Esq.
OHIOKIANO: Messrs GRANT & Co
MANILA: Messrs MACDONALD & Co.
SOLE PROPRIETORS of Takasima,
Ochi, Shinjima, Nanshin and Kani-
Yama Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzon Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.
T. MATSUKI, Manager, Hongkong,
No. 2, PEDDER STREET.
Hongkong, April 25, 1906 816

S. GREENFIELD
Successor to
HARRIS & KENNY CO.,
MANUFACTURERS OF HIGH GRADE RATTAN
AND LIVING FLOORS FURNITURE.
PEDDER STREET, opposite Main
Entrance to Hongkong Hotel.
A 10 per cent discount will be allowed to
all local residents.
Hongkong, July 31, 1907. 1242

KUNG YIK GODOWNS.
NOTICE IS HEREBY GIVEN that the
Godowns, Nos. 11 to 13, Sitat
Toze Tsui, Praya West, on (M. L. No. 204
to 206), formerly known as the Po On
Godowns, the lease for which having
expired—have been taken possession of by
the Lard Co., and business will be here-
after conducted under the name of the
KUNG YIK GODOWNS. The owners
are prepared to accept goods on storage at
very moderate rates, and avail of the
opportunity to give notice that loans at
most favourable rates of interest may be
obtained from the Undersigned against
goods stored in the Kung Yik Godowns.
The Kung Yik Godowns, Agents The
Siu Wai Lung & Co., 100, 102, 104, 106,
AND AGENCY COMPANY, LTD.
SAM WANG & CO. LTD.,
TELEPHONE: No. 321.
ADDRESS: 61, Queen's Road Central.
U YUK OH,
Managing Director.
Hongkong, July 2, 1907. 1109

DISINFECTANT
PERFECT FLUID
SOLE AGENTS.
W. G. HUMPHREYS & CO.
BANK BUILDINGS.
Hongkong, May 18, 1906 1024

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 10 minutes
7.30 a.m. to 9.30 a.m. Every 10 minutes
9.30 a.m. to 11.00 a.m. Every 15 minutes
11.00 a.m. to 12.45 p.m. Every 15 minutes
12.45 p.m. to 1.15 p.m. Every 10 minutes
1.15 p.m. to 1.45 p.m. Every 15 minutes
1.45 p.m. to 2.15 p.m. Every 10 minutes
2.15 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 6.00 p.m. Every 15 minutes
6.00 p.m. to 8.00 p.m. Every 10 minutes
NIGHT CARS.
8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15
p.m. every half hour.
SUNDAYS.
8.00 a.m. to 9.00 a.m. Every 15 minutes
9.00 a.m. to 9.30 a.m. Every 30 minutes
9.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 a.m. to 11.00 a.m. Every 10 minutes
11.00 a.m. to 12 Noon. Every 15 minutes
12.00 Noon to 1.00 p.m. Every 10 minutes
1.00 p.m. to 3.00 p.m. Every 15 minutes
3.00 p.m. to 6.00 p.m. Every 15 minutes
6.00 p.m. to 7.00 p.m. Every 10 minutes
7.00 p.m. to 8.00 p.m. Every 10 minutes
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Cars at 11.30 and 11.45 p.m.
SPECIAL CARS by arrangement at the
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Hongkong, August 26, 1907. 1385

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screened and straight from the Mines.
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BRAD & CO. Agents.
Telegraphic Address:—
'LABOR', Labuan.
Hongkong, March 12, 1907. 471

THE DESPERATE KOREANS.

A Fruitless Fight.

It is our (Seoul Free Press) painful duty
to note another case of bloodshed, more or
less of which has been expected as
inevitable, yet which is after all useless.
The scene was Kangwha Island. On the
10th instant Captain Kokura, in command
of a detachment of our troops, accompanied
by the Korean commander of the native
battalion at Suwon, of which he was
instructor, proceeded to that island,
which the party reached at 4 p.m. His
mission, it seems need be said, was
to disarm the Korean garrison there
and distribute gratuities among
them. Captain Kokura had scarcely
ordered his men to land, when some fifty
Korean troops poured a shower of volleys
upon our troops. The latter, however,
forced their way ashore, and soon occupied
a point in the north of the island. The
Korean mutineers retreated to the town of
Kangwha, where they were joined by some
300 rioters. Under cover of the city walls
they offered stubborn resistance to our
detachment until the following morning,
inflicting comparatively great loss on us.
During the 10th our casualties were four
men and one woman killed, five men,
three women wounded, and one non-com-
missioned officer missing.

On receipt of the news the Army Head-
quarters ordered Major Akashi in command
of two infantry companies, two machine
guns and fourteen engineers, an officer
included, to hasten to the disturbed scene.
Major Akashi left Yongsan at 6.20 a.m. on
the 11th and was joined at Chemulpo by a
portion of our garrison at that port. The
first batch of the reinforcements arrived at
the island at 4.30 p.m. by the Hiroshima
Maru, the remainder effecting their landing
thirty minutes later.

According to a refugee from that island
it was wholly occupied by our troops at 8
a.m. on Sunday, and Koreans who took
refuge on the outbreak began to return to
their homes at noon on the same day.

A later report says that 600 rioters
armed with rifles or swords are running
away and that the police officers and
missionaries are discussing with the military
the immediate measures to be taken for
the quick restoration of order.

The casualties on the Korean side were
estimated yesterday at some thirty. Japane-
se casualties were five men and one *sando*
killed, and twenty-one wounded of whom
one subsequently succumbed to his wounds.

The commander of the mutinous garrison
at Kangwha Island, a Lieutenant, arrived
here on Saturday last and his officer, a
sub-lieutenant, on Sunday. Both of them
presented themselves at the War Office im-
mediately upon their arrival at town and
swore that they had no connection with the
present trouble. They were ordered to go
to Suwon and subsequently to return to
Kangwha and endeavour to restore order.

A posse of Japanese policemen left here
early on Saturday morning and, being
joined at Chemulpo by a detachment of
their comrades there, hastily sailed for
Kangwha.

We translate the following items from
the press correspondence from the island
of Kangwha:—

On Sunday, August 11, Major Akashi
in command of our forces at Kangwha
Island asked the foreign missionaries at
the city of Kangwha to withdraw at once
on account of the dangerous condition
prevailing there. On the following morning
two foreign missionaries called upon
Major Akashi and requested time for their
withdrawal, which the officer declined to
grant and they were to have immediately
left the town.

On receipt of instructions from the Army
Headquarters to institute a search of
private dwellings for rioters and arms,
Major Akashi's forces acted upon the com-
mand on Monday from 1 p.m. and arrested
two suspicious natives in a church. They
found, too, three red blankets and an over-
coat in a citizen's house, and arms conce-
aled in two other houses. These three houses
were subsequently blown up in pursuance
of the proclamation previously issued that
any house giving protection to rioters or
concealing arms would be destroyed as a
penalty.

At 3 p.m. on the same day, a posse of
engineers under command of Sub-Lieuten-
(Continued on Page 3.)

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Hongkong, August 26, 1907. 1385

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Hongkong, March 12, 1907. 471

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months from 1st September, 1907, Cheap
rentals.
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LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, April 12, 1907. 1718

TO LET.
HOUSES IN AUSTIN AVENUE,
KOWLOON.
Apply to
E. D. SASSOGN & CO.,
CONRADSON'S DEPARTMENT.
Hongkong, August 16, 1907. 212

TO LET.
'SUNNYSIDE,' Nos. 128 and 130,
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ing 6 Rooms, Bath-Rooms, Kitchen, Ser-
vant's Quarters and Grass Lawn.
Moderate rental.
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CHUNG CHI NAM,
c/o YAN ON INVESTMENT CO., Ltd.,
503, Des Vaux Road Central.
Hongkong, August 1, 1907. 281

TO LET.
**A HOUSE IN KNUITSFORD TER-
RACE, KOWLOON.**
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, August 1, 1906. 59

TO LET.
'HATHERLEIGH,' CONDUIIT ROAD.
No. 1, RIFON TERRACE, BONHAM
ROAD.
OFFICES IN KING'S BUILDING and
YORK BUILDING.
GODOWNS ON PRAYA EAST.
A HOUSE IN CLIFTON GARDENS
CONDUIIT ROAD.
FLATS IN MORETON TERRACE.
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, August 1, 1907. 2

TO LET.
IMMEDIATE POSSESSION.
GODOWNS Nos. 85, 86, 87 and 100,
PRAYA EAST.
Apply to
CHATER & MODY,
Victoria Buildings.
Hongkong, June 19, 1907. 1035

TO LET.
SEVEN LARGE ROOMS and
GODOWN ON the Canal Street, British
Concession, SHAMKIN.
Apply on the premises, 244, Shamkeen,
or to
CHINA BAPTIST PUBLICATION
SOCIETY,
Canton, China.
Hongkong, July 15, 1907. 1158

TO LET.
IMMEDIATE POSSESSION.
GODOWNS Nos. 98, 99, 100 and 99A,
PRAYA EAST.
Apply to
SECRETARY,
THE HONGKONG, CANTON & MACAO S.B.
Co., Ltd.,
Hotel Mansions.
Hongkong, July 23, 1907. 1200

TO LET.
**OFFICES IN ALEXANDRA BUILD-
INGS.**
Apply to
SECRETARY,
A. S. WATSON & Co., Ltd.
Hongkong, April 22, 1907. 730

TO LET.
SHOPS and FLATS in DES VUEX ROAD
CENTRAL.
Apply to
HUMPHREYS ESTATE & FINANCE
CO., LD.
Hongkong, July 13, 1907. 1149

TO LET.
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given from 1st January, 1908. No applica-
tion will be considered for a term of less
than five years. A longer lease will be
made if desired.
Apply to
'M.,'
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Canton, China, August 13, 1907. 1317

TO LET.
70,000 SQUARE FEET of LAND
with 200 feet frontage to
Kowloon Bay. Moderate rental.
Apply to
MESSES FARRELL & LISAUGHT.
Hongkong, August 23, 1907. 1369

TO LET.
ONE FOUR-ROOMED HOUSE, at
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Apply to
JARDINE, MATHESON & Co., Ltd.
Hongkong, January 3, 1907. 16

TO BE LET.
A 8 from the 1st August next, No. 6,
MORRISON HILL.
Apply to
MESSES JARDINE, MATHESON & Co.,
Ltd.
Hongkong, June 29, 1907. 1027

TO LET.
'QUARNDON,' the Peak, Furnished
and unfurnished.
Apply, by letter, to J. H. HEMMINGES,
c/o Hongkong Hotel.
Hongkong, April 2, 1907. 618

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TO LET—FURNISHED.
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Kowloon, 6-Roomed House.
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rate rental to good tenant.
Apply to
HUMPHREYS ESTATE & FINANCE
CO., LD.
Hongkong, August 13, 1907. 1321

TO LET.
**NO. 1, WEST END TERRACE, SHA-
MEEN, CANTON.**
Apply to
**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, August 1, 1907. 19

TO LET.
2ND FLOOR, No. 12, QUEEN'S ROAD
CENTRAL.
No. 38, CAINE ROAD.
AUCTION ROOMS, No. 2, ZETLAND
STREET.
Nos. 1 and 2, FAIRVIEW, ROBINSON
ROAD, Kowloon.
Apply to
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, February 19, 1907. 25

TO LET.
NO. 2, HOLLYWOOD ROAD.
Apply to
ARRATON V. APOAR & CO.,
45, Wyndham Street.
Hongkong, April 4, 1907. 338

TO LET.
LARGE and Spacious GODOWNS Nos.
9, 9A, 9B, 9C and 10, PRAYA EAST,
formerly in the occupation of the Ad-
miralty.
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**THE HONGKONG LAND INVEST-
MENT & AGENCY CO., Ltd.**
Hongkong, August 1, 1907. 744

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the 31st August, 1907, commencing at
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A QUANTITY OF
VALUABLE HOUSEHOLD
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(Particulars from Catalogue).
ONE PIANO.
Terms:—As Customary.
On view on day of Sale.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, August 27, 1907. 1394

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Hongkong, August 24, 1907. 1375

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Hongkong, June 14, 1907. 1018

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THE HONGKONG DISPENSARY.

Hongkong, July 27, 1907.

BIRTH.
 STEVENSON.—On 28th inst. at 11 a.m.,
 at the Victoria Hospital, the wife of
 ALLAN STEVENSON, of a Daughter (still-
 born).

MEMOS FOR TO-MORROW.
 Miscellaneous.
 Goods per S.H.A. undelivered after this
 date subject to rent.

General Memoranda.
 SATURDAY, August 31:—
 2.45 p.m.—Auction of Household Furni-
 ture, &c., at No. 3, Morrison Hill, Gap
 Road.

4 p.m.—Fourth Meeting of Hongkong
 Gymkhana Club, at Happy Valley.
 Goods per Austria undelivered after
 this date subject to rent.

MONDAY, September 2:—
 Goods per Prinz Heinrich undelivered
 after this date subject to rent.
 Goods per Indravelli undelivered after
 this date subject to rent.

WEDNESDAY, September 4:—
 8 p.m.—Meeting of H. Price & Co., Ltd.,
 at C.O.'s Office.
 Goods per China undelivered after noon
 on this date subject to rent.

THURSDAY, September 12:—
 11 a.m.—Auction of Steam Tug
 Solent, at H.M. Naval Yard.

The China Mail

HONGKONG, THURSDAY, AUGUST 29, 1907.

COMMERCIAL MISSIONARIES FOR
 CHINA.

RECENTLY it was announced that the
 number of missionaries carrying on work
 in China was somewhere about three
 thousand; we forgot the actual figures
 but that was somewhere about it. The
 number is striking, and, notwithstanding
 the huge population of China, some
 appreciable result must gradually follow
 from their labours. This consideration
 leads us to another which is cognate to
 a paragraph we published yesterday in
 regard to the commercial future of
 China. The religious missionaries re-
 ceive a vast sum for their support from
 all parts of the world. Has it never
 occurred to the great business concerns
 of America and Europe that if three
 thousand commercial missionaries were
 sent to labour in China the result would
 be highly beneficial? Keen traders
 though the Chinese are they know
 nothing of the elements of international
 trade. If several thousand qualified
 men were stationed in various parts of
 the Empire to teach the doctrine of
 international trade is it not reasonable
 to suppose that the effect of such teach-
 ing would be infinitely greater than that
 of the religious missionaries? Let it
 not be supposed that we are making any
 back-handed attack upon those who are
 endeavouring to spread Christianity
 throughout China. While not in-
 frequently we disagree with the procedure
 of some of them, and believe that zeal
 often outruns discretion, we have the
 highest admiration for men who, feeling
 the call of duty, obey that call without
 questioning and without pausing to
 count the cost. Our suggestion is that
 the work of the commercial missionaries
 should not be antagonistic to but com-
 plementary with that of the religious
 missionaries. Indeed we believe that
 the work of the latter would be greatly
 facilitated by the advent of the men
 whose mission was merely material.
 It would emphasise the fact that
 the labours of the religious missionaries
 were purely unselfish and spiritual.
 On what lines it may well be asked
 would the commercial missionaries go to
 work? We do not pretend to be able
 to give a completely satisfactory and
 comprehensive answer off hand but we
 may throw out a few suggestions which
 might be of value if the idea ever took
 concrete shape. In the first place a
 College might be formed at Hongkong
 where instruction would be given in the
 more important languages and dialects
 in vogue in China. The men who
 graduated therefrom would also be re-
 quired to pass an examination in poli-
 tical economy and in subjects generally
 connected with trade. Thereafter the
 procedure would be much the same as
 in regard to religious missionaries.
 The graduates would be drafted to
 stations in various parts of the Empire,
 where they could do most good. When
 established there they would, preferably
 out the arms, deep knee-bending, and
 raising the leg when lying on the back.
 It was found that the arm-bending test
 showed the great superiority of the flesh-
 eaters. The maximum record of

upon the construction of railways, the
 development of her resources and the
 establishment of manufactures. They
 would point to Japan as a country
 which, with the aid of foreign capital,
 had risen from insignificance and ob-
 scurity to a giddy pinnacle of power
 and prosperity. These are only a few
 of the subjects in regard to which in-
 struction might be given; the necessity
 for a stable and uniform currency and
 other matters will suggest themselves
 to the reader. It would be expensive to
 carry out this plan as it has been ex-
 pensive to establish and maintain the
 religious missionaries. But the result
 to be achieved would justify the outlay
 though it ran into millions. In our
 humble opinion, at least, it would be
 a good investment and we commend the
 idea with some confidence to those who
 are more nearly interested in these
 matters than are we.

According to an Australian paper a
 very material change in the obligation
 to reticence imposed upon medical men
 will be made by the bill which the
 Commonwealth Government have in
 hand. At present in a court of law
 all that has passed between doctor and
 patient is a privileged communication,
 to be treated as strictly confidential,
 and a medical adviser's lips are even
 sealed as to the result of his own ob-
 servations of the patient's condition.
 It is only logical that it should be so,
 for after all the opportunity to observe
 is given in trustfulness by the patient,
 quite as much as the verbal informa-
 tion he supplies. An incident, how-
 ever, which occurred during the hear-
 ing of a claim on a life policy recently
 appears to have convinced the Australian
 Government that this privilege
 needs curtailment. The association
 resisted payment of the claim on the
 very good ground that when the assur-
 ance was effected the deceased was far
 advanced in phthisis, and by a false
 declaration on the subject had voided
 the policy. The one person who could
 prove this incontrovertibly was the me-
 dical man who had attended him; yet it
 was ruled that the confidence be-
 tween doctor and patient made this
 evidence unobtainable. Ministers are
 not deterred by the old maxim that
 "hard cases make bad law," from
 bringing in legislation to correct this
 position. Their bill, it is understood,
 will provide that while a medical man
 is still bound to secrecy as regards ac-
 tual communications made him by a
 patient, he will be compelled if asked
 in the witness box to reveal what he
 himself has seen in the case. The
 "Australasian" regards the amend-
 ment as one which ought not to go
 through without very full discussion,
 because it is questionable whether the
 occasional advantage gained will coun-
 terbalance the drawbacks. A primary
 duty of insurance companies is to pro-
 tect themselves by stringent examina-
 tion by their own medical officers, and
 although it is to the public interest
 that fraud should be defeated, yet it is
 equally to the public interest that
 people should feel no reserve about
 calling in their medical adviser, and
 confiding in him freely. The confi-
 dence between priest and penitent,
 solicitor and client, doctor and patient,
 has long been jealously safeguarded,
 and it should not be interfered with
 lightly.

An article in "The National Review"
 by Mrs. Hodgkinson gives an account of
 some interesting experiments conducted
 by Professor Irving Fisher, of Yale
 University, to determine the influence
 of flesh-eating on muscular endurance.

Forty-nine persons were chosen,
 students and instructors at Yale, and
 some of the physicians, nurses, and
 employees of the Battle Creek Sanito-
 rium, where a non-flesh dietary is
 rigidly maintained. They were classed
 in three divisions—athletes accustomed
 to a high proteid and full flesh dietary;
 athletes accustomed to a low proteid
 and non-flesh dietary; and sedentary
 persons taking a low proteid and non-
 flesh dietary. Proteids, it may be
 mentioned, perform the function of
 building up and repairing bodily tissue,
 and are found thickly in such foods as
 meat, fish, cheese, lentils, &c. Three
 tests of endurance were chosen—holding
 out the arms, deep knee-bending, and
 raising the leg when lying on the back.
 It was found that the arm-bending test
 showed the great superiority of the flesh-
 eaters. The maximum record of

the flesh-eaters was barely more than
 half the average of the abstainers. Of
 15 flesh-eaters only two succeeded in
 holding out their arms for more than
 15 minutes; whereas this time was
 surpassed by 22 of 32 abstainers.
 None of the flesh-eaters reached half an
 hour, while 15 of the abstainers
 exceeded this duration. Of the 32
 nine exceeded an hour, four exceeded
 two hours and one exceeded three hours.
 In the deep knee-bending test, taking
 325 times as a standard, of nine flesh-
 eaters only three surpassed this number,
 whereas of 21 abstainers 17 surpassed it.
 Only one of the flesh-eaters reached
 1,000 times, against six of the
 abstainers. Two of the latter, but none
 of the former, surpassed 2,000. In the
 leg-raising contest, the flesh-eaters did
 better, but not as well as their rivals.
 The highest record for the abstainers
 was 1,000 times, while the one flesh-
 eater who surpassed this was evidently
 more fatigued than his rival, and could
 not have repeated the performance on
 the next day, as did the other. With
 regard to pain, at the time of the tests
 and afterwards, the flesh-eaters suffered
 considerably more than the abstainers.
 In the arm-holding test the averages
 were:—Flesh-eating athletes, 10
 minutes; abstaining athletes, 30
 minutes; sedentary abstainers, 64
 minutes. In deep knee-bending the
 averages were:—Flesh-eating athletes,
 383 times; abstaining athletes, 927
 times; sedentary abstainers, 635 times.
 In leg-raising the averages were:—
 Flesh-eating athletes, 279 times;
 abstaining athletes, 288 times;
 sedentary abstainers, 74 times. After
 eliminating factors other than dietetic,
 Professor Fisher concludes that of the
 three groups the large flesh-eaters
 showed far less endurance than the
 abstainers, even when the latter were
 leading a sedentary life. He considers
 it possible that the superiority of the
 abstainers was due to the absence of
 flesh foods, or to the consumption of a
 smaller quantity of proteid, or to both,
 as well as to abstention from tea, coffee,
 and condiments. The results of these
 experiments are interesting, and not
 altogether what might have been
 expected. But tests on a larger scale
 are required.

LOCAL AND COAST NEWS

The German steamer Rheinnia
 arrived to-day with 21 Portuguese soldiers
 for Macao on board.

A London wire dated Aug. 18 says:
 Robert Pinkerton, the detective, has died
 aboard the Trans-Atlantic steamer Bremen.

Mr. S. D. Setna has received a tele-
 gram from Bombay informing him that the
 Parsee-Presidency Cricket Match resulted
 in a victory for the Parsees by 143 runs.

A Thief Whipped.
 For stealing a gold ear-ring from the
 person of a Chinese widow, Young Heng
 was sentenced to six weeks' imprisonment
 with six hours' stocks and ordered to be
 twice whipped.

It is said in a Washington message of
 Aug. 17 to the "Osaka Jiji" that Mr. Taft,
 Secretary of War, will leave for Manila on
 September 10 and expects to arrive at
 Yokohama on the 25th. He will stay in
 Japan for eight days, paying visits to Tokyo,
 Kobe, Nagasaki and other places.
 Secretary Taft will return to America by
 the Siberian Railway, leaving Vladivostok
 on November 12.

A Boy Drowned.
 A young Chinese lad—nine years of
 age—was drowned yesterday, while bathing
 in a stagnant pool near Coffee Plantation.
 He got entangled in the long grass and
 weeds and sank, whereupon his companions
 fled. A Chinaman arrived on the scene
 two or three minutes afterwards, but
 it was then too late to render the lad any
 assistance.

New Solicitors.
 Sir Henry Berkeley introduced Messrs
 Edgar Davidson and R. W. Fitzgerald
 Sargeant to His Lordship Sir Francis
 Piggott (Chief Justice) this morning, and
 moved that they be enrolled as solicitors
 to practice in the Colony. His Lordship
 remarked that he had read the papers,
 which were in order, and had pleasure in
 enrolling them both on the ever increasing
 roll of solicitors. The rate at which the
 roll was increasing of late was an augury
 of the prosperity of the profession and he
 hoped it would continue so. Mr. Davidson
 was admitted in July, 1904, and Mr.
 Sargeant in 1907. Mr. Sargeant, we learn,
 is the grandson of General Sargeant, who
 was in command of the forces in Hongkong
 some 24 years ago.

CHAMBERLAIN'S COLIC, CHOLERA
 AND DIARRHOEA REMEDY.

THERE is probably no medicine made
 what is relied upon with more implicit
 confidence than Chamberlain's Colic, Cholera
 and Diarrhoea Remedy. During the
 third of a century in which it has been in
 use, people have learned that it is a re-
 medy that never fails. When reduced
 with water and sweetened it is pleasant
 to take. Sold by all chemists and store-
 keepers.

TELLURIC INFLUENCES.

I remarked to a friend of mine to-day,
 "I intend to write an article on 'Telluric
 Influences' for the CHINA MAIL." "What
 is that?" he asked. I replied "I came
 across the phrase the other day in Carlyle,
 and it exactly describes what I intend to
 write about; if, therefore, you will read
 the article you will at least learn some-
 thing, and all knowledge is good." The
 Chinese phrase for "telluric influence" is
 打地氣 'Ta ti' Hi', which may be
 translated literally "beating the
 earth's energy," or more generally
 "the obtaining of earth-born luck"—
 a special privilege that the gods appear to
 have reserved for the Chinese. In every
 other country and by any other people, the
 plan adopted in order to gain the
 advantage of this "telluric influence"
 would at once induce rheumatism,
 bronchitis, and many other ills to which
 the flesh is heir.

This opportunity to "beat the earth's
 energy" only comes once each year, and
 has to be performed during the darkness
 of the whole night. Moreover the scene
 of action is the temple and courtyard of
 the tutelary god of the city on the idol's
 birthday. In Canton, as in every other
 walled city of China, there is a temple
 dedicated to the City Lord. Many idols,
 that are raised in Chinese temples, can be
 traced to some national hero, male or
 female; I have, however, never yet dis-
 covered the origin of Shing Wong, the name
 of the City Lord. This, however, is a mere
 detail.

Most foreigners know the Shing Wong
 Min, in Canton, for thither globe-trotters
 and others repair when they visit the
 sights of the Provincial city. It is famous
 for its fortune-tellers, its vagrants, its beg-
 gars, and its "Chamber of Horrors."
 The last named is intended to represent the
 tender mercies of the Lord of the
 Lower World, and, by means of wooden
 images, life size, the visitors may see
 what kinds of punishment is reserved for
 them in the world of demons, should they
 be so foolhardy as to ignore the command-
 ments of Buddha, and pay no heed to the
 claims of his priesthood on the purse. The result,
 it must be admitted, is somewhat dis-
 appointing, and gives point to the world-
 wide adage, "Familiarity breeds contempt."
 Chinese, however, visit the temple for
 quite another purpose. They are neither
 interested in beggars, nor wooden demons,
 but, as is natural, in their own luck.

Shing Wong is very popular, and im-
 mense crowds visit his temple, twice each
 year. He is especially genial and get-
 atable on New Year's Day. Current legend
 affirms that on New Year's eve he is visited
 by his consort. Their private room, and
 all the appurtenances supposed to be use-
 ful to the gods and goddesses, are usually
 on view, but, on the auspicious occa-
 sion of New Year's eve, the wily
 priests close them to the general
 public. Otherwise, the sensitive and
 shy spouse would not visit her lord.

The following day, however, the rooms
 are reopened, with much solemnity by the
 resident priests—to those who are willing
 to pay for admittance. It is supposed that
 on New Year's Day, instead of lamenting
 the departure of the goddess, Shing Wong
 is specially willing to confer gifts upon
 those who seek his help, and at the same
 time are ready to buy incense sticks,
 guttering tapers and idol-papers.

The other occasion on which the god is
 supposed to be specially cognisant of the
 needs of humanity and generally willing to
 lend a sympathetic ear to their appeals, is
 on his own birthday, which is on the 24th
 of the 7th month, or this year on August
 22nd. On the night previous to this
 notable occasion, crowds of Chinese of both
 sexes gather in the temple courts and spend
 the night in the grounds. In a word, this
 very flagstones and unweeded courts are,
 on this particular occasion, believed to be
 impregnated by a subtle force, and, in or-
 der to extract this divine energy from the
 earth and assimilate it to crowds gather.

The process is simplicity itself but would
 be dangerous to others than Chinese.
 All that has to be done is to spend a night
 in the temple ground. In a word, then,
 those who believe in and seek this occult
 energy or earth-born luck come early in the
 evening and sit or lie upon the ground
 throughout the night. They are not de-
 barred from sleeping and may attach to
 themselves this mysterious energy just as
 effectively whether they sleep or whether
 they keep awake.

Some superstitions are difficult to trace
 to their origin; it is not less difficult to
 explain their hold upon the human mind.
 Among the Chinese there is a widespread
 and sincere belief in the efficacy of this
 means to obtain God-given blessings. Of
 course the "luck" hoped for assumes the
 form of a blessing most prized by the
 Chinese, and strange as it may appear,
 among the gifts expected by the faithful,
 is the birth of a son by the senseless wife.

Generally speaking, however, the gain
 expected is physical strength. The Chinese
 like everybody else, feel the influence of
 the terrible southern summer, and they
 are overburdened. The belief is that by
 spending the night lying on the ground
 within the precincts of the temple courts
 they will be revived in energy, and
 recuperated for the days yet remaining,
 ere the cooler autumn comes.

The officials this year decided to put
 their foot down upon the whole affair. In
 order that their prohibition might be the
 more effective, the Prefect, the Nam Hoi
 and the Puen Yue Magistrates joined, and
 summarily ordered the temple, as well as the
 civil authorities, to disallow the gathering.
 By this determined action another time
 honoured, and deeply rooted belief has
 been hit hard, and another nail has been
 driven in the coffin, in which, ultimately,
 will be buried a strain of mass supersti-
 tions. When the city folk cease to believe
 in "telluric influences," the country will
 certainly follow in their wake.

A FIRE ALARM.

Small Blaze at Hotel Mansions.

Quite a little excitement was caused
 about 7.20 last evening by the shrieking
 of police whistles, the tolling of the fire bell,
 and the sight of an emergency fire box
 rushing pell mell towards Hotel Mansions.

A large crowd assembled in Des Vaux
 Road and witnessed two or three Europeans
 wrestling with some burning material on
 the verandah of one of the rooms occupied
 by the Hongkong, Canton and Macao
 Steamboat Company.

Mr. Davies, the Hongkong Hotel Man-
 ager, and a Constable were luckily able to
 reach the spot a few minutes after the
 presence of fire was noticed and were able
 to subdue the flames without the Fire
 Brigade's assistance.

Des Vaux Road was packed with curious
 Chinese and Europeans and they were dis-
 appointed that there was nothing specta-
 cular to witness. Of late Hongkong has had
 a great share of exciting happenings, and
 while the people have their blood up they
 are ready for anything that has any ten-
 dency to be out of the ordinary. It is said
 the blaze was due to a lamp overturning.

ALLEGED IMPERSONATION.

Theodore Thomas, described as a Portu-
 guese from Macao, is alleged to have im-
 personated a Sanitary Inspector and to
 have visited Chinese in the Colony, for the
 purpose of procuring money under false
 pretences. His *alias modus operandi*
 was as follows. Calling at a house he
 stated that he was a Sanitary Inspector and
 drew attention to the state of the house,
 which he is said to have claimed wanted
 cleaning. One Chinaman says he paid
 Thomas \$1.50, to clean his place but
 Thomas, after getting the money, left and
 did not return. Then the Chinaman in-
 formed the police and Thomas was arrested.
 He was charged before Mr. C. D. Mel-
 bourne and remanded until to-morrow.

THE COMPRADEORE'S DEPOSIT.

Chan Wing, a trader, wanted to become
 the compradore to a line of steamers run-
 ning to and from Hongkong and Wuchow.

He was introduced to Fung Fui Ting, in
 the office of the Sun Fuk Tsung, of which
 Fung was managing partner, and was in-
 formed that he would have to deposit
 \$1,500 before he could get the appoint-
 ment. Chan U Ting was present at the
 meeting and supported that statement,
 adding that Fung was to be manager
 of the shipping business. In accordance
 with the suggestion after a discussion \$1,100
 was handed over to Chan U Ting—a part-
 ner in the Sun Fuk Tsung—who in turn
 passed it on to Fung, with the remark—
 "This is for the shipping business." A
 provisional agreement, which had already
 been drawn up, was then chopped and on
 the arrival of the steamer a full agreement
 was to be drawn up. The final agreement
 was not drawn up, and Chan Wing did
 not get either his position as compradore
 or his money back. That was Chan
 Wing's side of the case, as told
 in the Summary Jurisdiction Court
 this morning to His Honour Mr. A. G.<

THURSDAY, AUGUST 29, 1907.

BY TELEGRAPH. BY TELEGRAPH.

PARLIAMENT.

Prorogues To-day.

(Exclusive Service, supplied by Reuters via Bombay.)
London, August 28.
Parliament is to be prorogued at noon to-morrow (Thursday).

CRICKET.

South Africa Still Winning.

(Exclusive Service, supplied by Reuters via Bombay.)
London, August 28.
Playing at Cardiff against South Wales on August 26 and 27 South Africa won by an innings and 66 runs.

LAND TROUBLE IN IRELAND

M P and Forty Others Arrested

(Exclusive Service, supplied by Reuters via Bombay.)
London, August 28.
A great number of men are arrested by the constabulary at Londonderry (members of the House of Commons) and forty other persons at Londonderry. The arrested men were charged with unlawfully assembling and committing for trial, had been granted Great excitement prevails throughout the town of Londonderry, which is practically in a state of siege.

THE CAVALRY CHARGE

London, August 27.
A private was killed and twenty injured at the cavalry incident.

THE FIRE AT HAKODATE.

London, August 27.
Renter's correspondent at Tokyo wires that 70% of the city was burned and the consulates except the American were destroyed.
[A message to this effect was published in the CHINA MAIL on Tuesday last.—ED., C.M.]

THE TROUBLE IN MOROCCO.

London, August 27.
The British Colony in Tangier has petitioned the British Minister for warships, owing to the inadequacy of the Franco-Spanish measures of protection.
The Europeans have left Fez.
LATER.
A Franco-Spanish note to the Minister for War in Morocco demands that necessary steps be taken to organize the police force in the ports of Morocco, in accordance with the Algerian convention.

CANADA AND JAPAN.

London, August 27.
The Dominion Government has opened negotiations with Japan for the renewal of the old arrangement by which not more than 600 Japanese were permitted to enter the country yearly.
The workmen in British Columbia threaten violence to the Orientals.

TROUBLE AT CANTON.

Taxing the Boat People.

According to information from private sources in the Colony there is trouble brewing at Canton. It is stated that the officials by way of swelling the Exchequer have decided to tax the small craft on the river to the extent of about \$5 per month each.
Naturally the boat population resent this strongly and it is said that they made no bones about their resentment the other night, an attack being made upon some officials.
There is a certain amount of noticeable unrest in Canton just at present and if the officials insist on imposing this tax the probabilities are that the boat people will openly defy the officials. If such a thing does occur there is no telling what the end will be.

THE DOCTOR AWAY FROM HOME WHEN MOST NEEDED.

PEOPLE are often very much disappointed to find that their family physician is away from home when they most need his services. Diseases like cholera and diarrhoea require prompt treatment, and in many instances prove fatal before medicine can be procured. A physician summoned. The right way is to keep at hand a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. No physician can prescribe a better medicine for these diseases, sold by all chemists and druggists.

THE JAPAN FLOODS.

Great Loss of Life.

(From Our Correspondent.)
Tokyo, August 28.
The Japanese railways have resumed service in the flooded districts.
The troops are engaged in assisting in relief work.
So far 800 fatalities have been reported in Fukushima.
Over 10,000 people were rescued by the troops.

CANTON'S NEW VICEROY.

(Chinese Mail's Service.)
Hankow, August 28.
His Excellency Chang Jin Chun, the Viceroy-elect of the Two Kwang, left Kaitung yesterday in a special train for Hankow, on his way south to Canton.

CHIEF JUSTICE FOR CANTON.

(Chinese Mail's Service.)
Peking, August 28.
An Imperial Edict has been issued appointing Wang Yan Wan Chief Justice for Canton, vice San Yin.

CHINA AND AMERICA.

Proposed Welcome to Taft.

(Chinese Mail's Service.)
Shanghai, August 28.
A proposal is on foot for the reception of Secretary Taft by the Chinese business community here on his arrival at Shanghai, on his way to the Philippines Islands.

A REBEL CHINESE.

Extradition Proceedings.

The extradition proceedings concerning Lu Ki Shing were continued at the Magistrate's office before Mr. F. A. Hazledine.
Tung Tak Chien, employed in Jardine's Sugar Refinery as foreman, for fifteen years, said he had lived at Tai Hang for some time. Defendant was a clansman of his, and he first made his acquaintance in March last when the last witness brought defendant to witness house, where he remained until May 10. As defendant was a stranger to Hongkong witness procured him a ticket for Swatow and accompanied him on board.
Sir Henry Berkeley submitted that the accused should be discharged on the following grounds: That the evidence did not amount to proof of guilt of the fugitive within the meaning of Article 21 of the Treaty of Tientsin, nor did it raise strong or probable presumption of the guilt of the fugitive within the meaning of section 70 of the Magistrate's Ordinance of 1899; that the evidence was sufficient to prove to the satisfaction of the Magistrate within the meaning of section 4, sub-section 1, of the Chinese Extradition Ordinance that the requisition for the surrender of the fugitive had been made with a view to trying to punish him for an offence of a political character; that the evidence before the Court was sufficient to sustain the defence of an alibi in answer to the charge against him.

Sir Henry continued his argument, during which Mr. Hazledine announced that after argument he would reserve his decision.

STANDARD OIL AT AMOY.

(From Our Correspondent.)
Amoy, August 28.
Whatever be the merits of the lawsuits in progress in the United States as to the business methods of this immense company, there can be no manner of doubt about their enterprise. Here, for instance, a large piece of land was bought close to the site of this Railway. At the present time, two oil tanks are being constructed, one of immense size, the other much smaller, on and in a hill just to the north of the railway station just above the sea shore. The crown of the hill has been taken off, and a large cavity hollowed out, into which the tanks are now being placed, sheet by sheet, and rivet by rivet.

Into these when completed, steamers will pump their oil, and it can then find its way into junks and other Chinese vessels by the force of gravity. A jetty is being constructed, so that big steamers can come close into shore; godowns and other houses are to be built on the fore-shore; doubtless, a line will run from the railway into the Company's premises, so that, with admirable foresight, they will be in the most favourable position in all Amoy for the reception and distribution of the precious liquid, which, in spite of all the advances in the production of gas and electricity, at any rate holds its own in primitive countries like China.

FOUR A LAME BACK.

WHEN you have pains in the small of the back, a nice piece of Chamberlain's Kidney and Bladder Remedy will do the trick. It will cure you of all the troubles that come from a weak back, and it will keep you in good health. For sale by all chemists and druggists.

BANKRUPTCY.

There were quite a number of cases in Bankruptcy this morning, some of which have been before the Court for some time. His Lordship Sir Francis Pigott (Chief Justice) was on the Bench and dealt with the following cases:—

A SPECIAL CASE.
The Cheong Wing Bank gave notice of suspension of payment owing to unprogressive state of business, and Mr. E. J. Grist applied for a receiving order on behalf of a creditor. The liabilities were about \$60,000 and the assets \$58,000 and \$34,000; the latter amount was owing in Penang, and might not be easy of collection.

Mr. J. H. Kemp pointed out that the assets apparently exceeded the liabilities and the bank was not bankrupt.

Mr. Grist—This is one of those cases where—as has often happened at home—it is in the interest of all to take proceedings.

The Chief Justice—I do not think I can take the \$34,000 into consideration; of course, it will be collected if possible.

Mr. Kemp—It has been stated on behalf of the bank that the assets exceed the liabilities.

The Chief Justice—Well, if you get it all they will pay 20s. in the £.

The order was granted.

ADJUDICATED BANKRUPT.

Mr. H. P. Ho was, on the application of Mr. H. K. Holmes, adjudicated bankrupt. Two meetings of creditors were called but the creditors did not attend.

A LEASE DECLINED.

Mr. J. H. Kemp applied for leave to disclaim a lease entered into by Mr. F. Kiene. The lessors' solicitors, Messrs. Deacon, Looker and Deacon, had endorsed the lease, consenting.

The leave was granted.

A VAIN DEALER EXPLAINS.

Fau Wu Shan, yarn dealer, was further examined by Mr. J. H. Kemp. Debtor denied that neither he nor the Sun Hing firm had a banking account with the Chartered Bank, but suggested his brother might have. When debtor had a large sum of money he sometimes gave it to his brother, who banked it, and then as debtor wanted cash he asked his brother for a cheque. These transactions appeared in the firm's books.

At the end of the year, continued debtor, my customers in the country said that the crops were good and they would want a good deal of yarn. They asked me to buy for them and keep the goods in the Sun Hing, which I did, but later on my customers said I would have to keep the goods until they heard from the interior. Three weeks after that I again asked them to take up the yarn, but without success, and in the fourth month yarn fell in price. This meant a loss of about \$30,000 or \$40,000, which should have been borne by the customers, as they asked for the yarn. I could have stood the loss then and had money over. As to the purchase of 50,000 bales later on, I did that on the advice of the foreign firms who told me the price would rise.

Mr. Looker—I do not know what precedent there is for the debtor making a gratuitous statement like this, as we might want to publicly examine him later on. What he is doing is for I cannot conceive, except that he has possibly been advised that it is better for him to try and remove any detrimental impression from your Lordship's mind.

The Chief Justice directed the debtor to confine himself to the matters connected with the examination.

Debtor, continuing, said that the foreign firms said they would trust him largely, and told him to buy from them.

Mr. Bailey pointed out all that the debtor was saying was on the file.

The Chief Justice—In that case he had better stop.

His Lordship went on to point out that if the public examination of the debtor had led to an application of the suspension of his discharge he would have had no opportunity of combating any false impression which might be current. It seemed to the Chief Justice somewhat unfair.

Mr. Bailey—All I want is the public examination closed. It has been adjourned since March.

The Chief Justice—It will be closed next Thursday.

ANOTHER YARN SHAME.

The public examination of Fook On Cheung was continued by Mr. C. F. Dixon. Debtor said—I started business in 1901 and in the first year made over \$1,000. My partner attended to yarn business; I looked after the money. In the second year we made another \$1,000 and in the third year more than \$5,000, but in the next year we only made a few hundreds. The first loss was in 1905, over \$10,000, and in 1906 we lost all—\$21,000 odd.

What was your position then?—You must ask my partner that; he looked after yarn.

But you were considerably in debt then?—Yes.

And you went on entering into contracts for more yarn knowing you were insolvent?—My partner did that.

But surely he consulted you?—I was away then; I went home when I failed.

You knew you were insolvent?—I could have paid my partner's yarn; I could have paid my partner's yarn.

Well, you knew at the end of 1905 you had lost \$21,000—I did not go on to the end of that year.

But you said you went on doing business?—There was no end to the year. My creditors pressed me in the tenth month. How many bales of yarn did you contract for that year?—You must ask my partner that.

Tung Kuei Pe said he did the yarn buying and during 1906 he contracted for 6,000 or 7,000 bales. He had agreed to sell some of these bales before buying, others were bought by the firm. About 3,000 or 4,000 bales were bought on customers' orders. The balance was a speculation?—You

hoped the prices would rise?—We had them ready in case customers came for them. I bought them to sell.
Mr. Grist applied for the adjudication of debtor as bankrupt.
Granted.

A SUGAR DEALER.

Loing Ngan Pan was publicly examined by Mr. J. H. Kemp. He was sole proprietor of the Ma Ka-hong, rice and sugar dealers, and had been in business for 30 years, half of which time he had acted as a partner. Fifteen years ago he took over the business with a capital of about \$10,000. His liabilities were about \$120,000 and his assets about \$52,000. He attributed his failure to the fact that he could not get his accounts paid promptly, amounting to \$51,000, and the non-payment of this was one of the chief causes of his failure. He also lost on sugar. He expected to receive \$20,000 from the Shanghai firm, in which his son was a partner. Debtor bought a house in Des Vaux Road for \$30,000; it was now mortgaged for \$22,000.

Mr. Looker—This particular bankruptcy has one feature which is altogether inexplicable. The man has been carrying on business for a long time, my Lord?

Mr. Morris—Is this regular, my Lord? I appear for the debtor, and though I cannot appear on the public examination I can allude to irregularities.

The Chief Justice—I don't quite know. It is a convenient method. Will you take long, Mr. Looker?

Mr. Looker—At least the rest of the afternoon.

The Chief Justice—I think we had better adjourn this till next bankruptcy then.

The Court then adjourned.

CHAN SUI HON.

Application for Release Refused.

In the Bankruptcy Court this morning before His Lordship Sir Francis Pigott (Chief Justice) Mr. C. F. Dixon applied for the discharge of Chan Sui Hon from prison. On the 16th of the present month the debtor was committed to prison by His Lordship the Chief Justice on the ground that there were reasonable grounds shown that he had committed an offence under the Bankruptcy Ordinance by omitting to detail a full statement of his assets. It was alleged that he had shares in the Wing On firm of Havan and in the Tung Yick pawnshop and also that he owned certain property in the country. Mr. Dixon said he was in a position to prove that Chan Sui Hon did not hold any shares in the Wing On firm or the Tung Yick and that with regard to his property in the country he could produce title deeds showing that he had a little which had been mortgaged for more than it was worth for upwards of a year.

The Chief Justice—The evidence you are moving on must be submitted to the Official Receiver, so that he may be in a position to cross-examine debtor on it. You cannot spring a thing like this on the Official Receiver.

Mr. Dixon—But he was sent to goal on evidence which was sprung on him.

The Chief Justice—No. On his own evidence. It is no use putting him in the box to deny the allegations.

Mr. Dixon—I want to put the witnesses in the box; debtor has denied them.

The Chief Justice—You must send your evidence to the Official Receiver.

Mr. Dixon—Will your Lordship allow him to leave goal? He has security of \$3000 for his appearance in another case and that is sufficient to keep him here.

The Chief Justice declined.

Mr. Dixon—Will you allow him out on bail? His friends will probably find the money.

The Chief Justice—There is no bail in Bankruptcy. He must stay in goal until next Thursday and if he proves his case he will then be released.

ANOTHER TRUNK TRAGEDY.

A man and his wife, Gould by name, have been arrested at Hongkong, while carrying a trunk in London containing mutilated remains of a woman named Levin who had been murdered in Monte Carlo. The victim's jewels were missing. The accused deny the crime. Gould is connected with the Irish baronetage.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 29th at 11.55 a.m.—The barometer has fallen in Hakodate, and risen over S. Japan.

A depression which was moving Northwards off the E. coast of Japan yesterday, is situated to the S. of Hokkaido this morning.

Pressure is highest and normal over the S. Philippines. It is inclined to increase on the China coast, but it is still from 0.1 to 0.2 inch below the normal.

Medium variable winds are expected to prevail in the Formosa Channel, and moderate S.W. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.00 inches.
Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.
1.—Hongkong and Neighbourhood: S.W. or variable winds, light to moderate fair.
2.—Formosa Channel: Variable winds, moderate.
3.—South coast of China between Hongkong and Lamook: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

ALICE MEMORIAL HOSPITAL.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
Capt. Clarke \$10
E. H. Green 5
F. J. Haver 5

Life is rather complicated for the woman who only looks pretty in her hat.

The small man, standing too close to the great man, will see certain parts well; but, if he wishes to see the whole, he must stand at far away—that the details are indistinct.—G. H. H.

THE RAILWAY IN SOUTH CHINA.

Enterprise at Amoy.

(From Our Correspondent.)

Amoy, August 28.

The summer of 1907 should be deemed an epoch-making point of time, since it has seen the turning of the first sod of the first railway in the Fukien Province. Foochow, the Capital, has thus yielded the palm to Amoy in this matter of railway enterprise. A recent visit with a few friends to the actual scene of labour revealed a very substantial beginning, for not only are the foundations already dug out for the Railway Station, engine sheds, and warehouses at this end of the line, but a large number of men are at work on the permanent way.

For the benefit of those of your readers who have not yet visited Amoy, it may be well to state a little of the position of Amoy and Kulangan, and their relation to the mainland. Amoy is one of the larger islands situated in the estuary of the Dragon river, and at its Western end is the town and port of Amoy; while Kulangan, where nearly all the foreigners live, is a smaller island, South-West of Amoy.

Both islands are not very far off the mainland, but the channel is too deep, and the range of tide too high, to make it easy, at this stage of the enterprise, to build a bridge across from the nearest point of the mainland to either island, though the actual distance is less than half a mile. So a starting-point for the railway has been admirably chosen to the West of Kulangan, at a village called Sing-su, situated on a narrow neck of land, surrounded on three sides by the sea, and easily accessible at high water. The ground rises from sea-level towards the South to a low range of hills, facing the estuary on the South-West, and it is just behind this range to the North that the railway has its start, and where the first station, presumably to be called Amoy, is being built.

Later on, no doubt, a jetty, pier, or wharf will be constructed, so that the rails may run right out to meet the steamers that will be able to tie alongside. For the channel is fairly deep just here, as ocean vessels of the largest size can anchor close at hand. Indeed, when large steamers like the Tromont, or big men-of-war like the Terrible, come into harbour, their favourite berths are not so far away from this very point.

A steam ferry across to Kulangan and Amoy will be readily arranged for, or in fine weather, sampans and Chinese junks could be utilized without difficulty.

It is interesting to see the readiness with which the Chinese have adapted themselves to the new regime. Some of the overseas Chinese from Formosa, who have had considerable experience in the building of the railway from Tamsui to Tainanfo, but the day-labourers are all local men, who seem to have quickly learned their work.

So far as I could judge, the embankments already made, and the cuttings in process of being dug out, were well done. The piece of the line already begun presents no special engineering difficulties. A stone culvert is in course of construction, and a house that stood right in the way is being demolished, and another house is being built for the owner a little way off, facing the line. It will surely be a little disconcerting at first for the villagers to have a railway line running through the very heart of their village, but, with the nonchalance of the average Chinaman, I suppose they will soon get used to it. One thing will help their acceptance of the new order of things, and that is the increased value of their land. For land and property adjoining the line has gone up more than ten per cent, and doubtless will still increase in value.

Another point of interest is to see the care with which all graves are dealt with. Wherever it becomes necessary to remove these, the coffins are interred elsewhere, or, in the case of old graves, such bones as are discoverable are placed in pots, carefully numbered, named, and labelled, and then a new grave found for them.

Even the ancient superstition of "Pung-Shui" has to take a back seat, as it were, where modern improvements are concerned, and the transfer of a little silver from the Railway Company to the owners of the graves acts as a wonderful solvent of "superstitious superstition."

We were told that there are to be some 12 or 15 stations between Amoy and Chiang Chow, the other terminus of the S. P. line, a distance of 30 miles away. Also, that the promoters hope to have the line finished within two years from now. Later on, no doubt, branches will be built to Tong An and Chin Cheu, and eventually to Foochow northward, and to Swatow southward.

How long will it be before the line will be joined up with the lines now building in the Canton Province? Shall any of us live to see cheap trips advertised from Hongkong to Amoy by rail, via the Kowloon Railway?

ANOTHER PANIC ON NEW YORK STOCK EXCHANGE.

SAN FRANCISCO, Aug. 16.
Owing to hesitation in the payment of twenty-three million dollars by a prominent steel foundry of New York, a serious panic has been felt on the Stock Exchange, by six or ten dollars, and there were no enquiries for other shares. There was also a rumour that a leather manufacturing company was about to stop payments, consequently a very anxious day.

NOT A DOUBTFUL QUESTION.

THERE is no doubt in the mind of those who have used Chamberlain's Colic, Cholera and Diarrhoea Remedy as to its curative powers. For a time it is a most effective remedy. For sale by all chemists and druggists.

THE MANSLAUGHTER CASE.

Three Indians Charged.

Pear Bux, Nannan Khan and Barker Khan were charged at the Magistrate's office this afternoon, before Mr. C. D. Melbourne, with the manslaughter of Li Chu on August 22.

According to the story for the prosecution Li Chu went to draw water from a well at the rear of Pear Bux's dairy at Cheungshawan, whereupon Pear Bux objected, declining to allow the bucket to be lowered into the water. While the two were quarrelling over the matter the other two Indians came up. They aided with Pear Bux and attempted to forcibly prevent the Chinaman from getting any water. Snatching the bamboo pole from Li Chu's hand they set upon him and as he injured him that upon the arrival of the police Li Chu was sent to the hospital where he expired.

The further hearing was adjourned.

WRECK OF THE CITY OF CARTHAGE.

Finding of the Court.

The Naval Court at the British Consulate at Kobe which inquired into the wreck of the City of Carthage, found that the accident was due to the Master (Capt. Black) underestimating his distance from the Himeki light. Having no means of getting a cross bearing, he should have stood close in to the light to make absolutely certain of his position. He should, therefore, between 2.30 and 3 a.m. have verified the position by bearings of the Himeki light, when he would have found that a strong set to the north-west had taken the ship six miles from the point where he expected to be. There were a number of fishing boats about, in trying to avoid which the Master appears to have completely lost the position of the ship. In trying to get on his course again the vessel struck a rock. For neglecting to verify his position the Master should be reprimanded, but in view of his long and creditable sea service the Court would not deal with his certificate, which was returned to him. The Court also held that the Second Officer limited himself to carrying out the Master's orders only, and did not make any observations personally. All the rest of the officers were exonerated. The Master was ordered to bear the cost of the enquiry.

THE BURNING OF THE WIK.

Explosion and Fire in a Gale.

From particulars in the Japanese papers of the disaster of the German steamer Wik (2,800 tons), it appears that an explosion took place in the engine room when the vessel was off Kaniko light house, Izo no province, Japan, on her way to Kobe from Yokohama, which she left on August 16th, with the result that a fire broke out on board. Both the hull and the cargo were destroyed, and a German seaman was killed. The other members of the crew were sent to Matsuzaki.

A representative of the "Japan Herald" had the opportunity of a brief interview with Captain Carstens, the commander of the unfortunate German steamship Wik, who very kindly gave a few particulars of the disaster. The Wik left Yokohama for Kobe at five o'clock on Thursday morning, the 15th August. On getting to sea a severe typhoon was encountered, the wind blowing at full force at about two o'clock in the afternoon. About five o'clock the barometer began to rise, but the gale was still raging with considerable force. Just about this time smoke was seen issuing from No. 2 hold and immediately after the engine and boiler rooms became full of smoke, it being impossible for the men to remain below. Consequently the engines were all stopped. A little later a big explosion took place in the fore part of the ship, which lifted all the hatches and a portion of the decks, and the flames at once leaped as high as the fore-mast.

A portion of the crew who were in the fore part of the ship were separated from the rest of their comrades, and were not able to join the latter for over an hour. When they did so they reported that one of the crew named Oscar Strauch had disappeared, but it was impossible to know. It is probable he was hurled over the side of the ship by the force of the explosion. Under the circumstances, and with such a heavy sea, it was impossible to make any attempt to save the unfortunate man.

The flames continued rapidly to gain a hold of the steamer, and by nine o'clock the whole of the vessel and all the boats were destroyed. All night the crew were engaged in pumping water into the after holds in order to save that part of the ship.

Next morning smoke was seen issuing from No. 3 hold. The vessel was then rapidly drifting towards the shore at Matsuzaki, and about noon a number of fishermen, seeing the ship was in danger, put off to its assistance. The heavy sea, however, made it quite impossible to get alongside to take off the crew. The only thing to be done was for those on board to jump into the sea and to be rescued in this way. In spite of the high seas running this was accomplished without any mishap.

The captain, officers and crew were then taken to Matsuzaki, and a fire broke out on Friday night in the after part, and again the flames were higher than the after-mast. This was followed by another explosion, and at two o'clock it was found necessary to make a big hole in the after part of the vessel and sink her. The ship and cargo were in fact a total loss.

The Captain and crew arrived at Yokohama on Sunday night, the Chief Officer and Fourth Engineer remaining at Matsuzaki to await further instructions from home.

FATAL EARTHSLIDE.

A terrible disaster is reported from the coal mines at Hongy in Tonkin. A French earthslide there resulted in the death of seven miners, on August 8. Three other miners were injured seriously. An inquiry showed that the earthslide was purely accidental. The mines there were developed originally by a British Company at such a loss that it had to sell out. A French Company bought up the whole concern, and has made a good thing out of the mines. A large town has sprung up at Hongy, the port is crowded, and the coal trade grows steadily.

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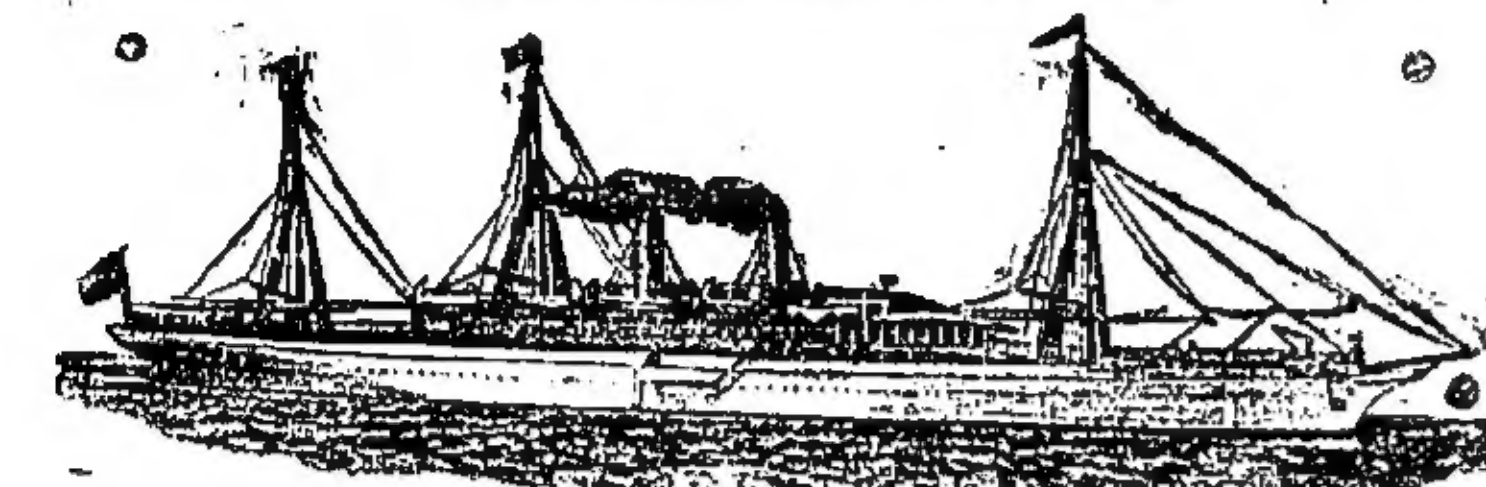
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FROM	STEAMERS	TO RAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE, MANILA, AND YOKOHAMA	DELTA	Sept. 1, 1907	Freight and Passage.
SHANGHAI	DELTA	Sept. 1, 1907	Freight and Passage.
LONDON, via SUEZ	MARMORA	Sept. 1, 1907	Freight and Passage.
LONDON and ANTWERP	CEYLON	Sept. 1, 1907	Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific in the 'EMPEROR LINE' 8-10 days to 10 Days Ocean Travel.

PROPOSED SAILINGS.	(Subject to Alteration.)
R.M.S. EMPRESS OF JAPAN	8000 Tons
R.M.S. EMPRESS OF CHINA	6000 Tons
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R.M.S. EMPRESS OF AUSTRALIA	6000 Tons
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THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, KOBE, MANILA, and YOKOHAMA, and at QUEBEC, with the Company's new special Mail Steamships, 14,000 tons register. The through travel to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	BINGO MARU, Capt. F.L. Sommer, Tons 6247	THURSDAY, 5th Sept., p.m.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	KAWACHI MARU, Capt. H. Peterson, Tons 6101	WEDNESDAY, 18th Sept., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THUR, OY ISLAND, TOWNS, VILLE AND BRISBANE.	TANGO MARU, Capt. A.E. Moss, Tons 7463	TUESDAY, 3rd Sept., at Daylight.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	AKI MARU, Capt. M. Yagi, Tons 6444	TUESDAY, 17th Sept., at Daylight.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Capt. N. Matsumoto, Tons 5076	FRIDAY, 6th Sept., at Noon.
	YAWATA MARU, Capt. T.L. Harrison, Tons 3817	FRIDAY, 4th Sept., at Noon.
	YEBOSHI MARU, Capt. M. Yagi, Tons 3788	WEDNESDAY, 7th Sept., at Noon.
	TAMBA MARU, Capt. C.H. Butler, Tons 6134	WEDNESDAY, 4th Sept., at Noon.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office at Prince's Buildings, First Floor, Chater Road, T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY Operating the New Twin Screw Steamship MINNESOTA - 28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA', Captain C. F. ARZUM, On SATURDAY, 19th October, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† For full information regarding freight and passage apply to NIPPON YUSEN KAISHA, Agents.

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TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
* SIBERIA	18,000 Tons, SATURDAY, 31st Aug., at Noon.
* CHINA	12,000 Tons, SATURDAY, 7th Sept., at Noon.
* MANOHURI	27,000 Tons, SATURDAY, 14th Sept., at Noon.
* NIPPON MARU	11,000 Tons, SATURDAY, 21st Sept., at Noon.
* ASIA	8,500 Tons, TUESDAY, 1st Oct., at Noon.
* PERIA	8,000 Tons, FRIDAY, 11th Oct., at Noon.
* HONGKONG MARU	11,000 Tons, SATURDAY, 19th Oct., at Noon.
* KOREA	18,000 Tons, FRIDAY, 1st Nov., at Noon.
* AMERICA MARU	11,000 Tons, SATURDAY, 9th Nov., at Noon.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 10 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 18th to 23rd, 1905; 10 days, 10 hours and 29 minutes.

THE Y. M. Steamship SIBERIA will be despatched from Hongkong to SAN FRANCISCO, via AMOY, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

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STEAMSHIP, TONS, CAPTAIN, TO RAIL ON.

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CHINA NAVIGATION CO., LD.

FOR STEAMERS TO RAIL

HOIHOW & HAIPHONG, August 31, Daylight.

SWATOW & SHANGHAI, August 31, at 4 p.m.

CEBU & ILOILO, August 31, at 4 p.m.

MANILA, August 31, at 4 p.m.

SWATOW & SHANGHAI, August 31, at 4 p.m.

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SWATOW & SHANGHAI, August 31, at 4 p.m.

CEBU & ILOILO, August 31, at 4 p.m.

MANILA, August 31, at 4 p.m.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
* MANILA	LOONGSANG	FRIDAY, Aug. 30, at 4 p.m.
* TIENSIN	OHONGSHING	SATURDAY, Aug. 31, at 4 p.m.
* SHANGHAI	WAISHING	SUNDAY, Sept. 1, Daylight
* SINGAPORE, PENANG AND CALCUTTA	KUMSANG	TUESDAY, Sept. 3, at 3 p.m.

REDUCED FARES TO STRAITS & CALCUTTA.

Hongkong to Singapore 1st-Class Single	Return
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PRINZ EITEL FRIEDRICH, Capt. E. Malchow, WEDNESDAY, 11th Sept., at Noon.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA, GOEBEN, Capt. B. Welhomi, About TUESDAY, 10th Sept.

MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE, PRINZ SIGISMUND, Capt. D. Lenz, THURSDAY, 12th Sept., at Noon.

YOKOHAMA AND KOBE, PRINZ WALDEMAR, Capt. W. v. Senden, About THURSDAY, 18th October.

KULAT AND SANDAKAN, BORNEO, Capt. F. Sombill, TUESDAY, 3rd Sept., at 9 a.m.

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With Option to Call at Mexico and other Coast Ports.

THE Steamship GLENFARG, 3500 tons.

Will be despatched for Callao, via Japan Ports (Kobe and Yokohama), on FRIDAY, the 30th inst., at Noon.

Passengers only.

Steamers Tons To Sail

KASATO MARU, 6100 Middle of Oct.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

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Hongkong, April 15, 1907.

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THE Steamship EASTERN, Captain M. B. B. will be despatched as above on SATURDAY, 31st inst., at noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

† To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, August 7, 1907.

1298

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship AUSTRALIAN, Captain VERNON, will be despatched to the above ports on or about MONDAY, the 2nd September.

G. DE CHAMPEAUX, Agent.

Hongkong, August 28, 1907.

1393

FOR VLADIVOSTOK.

THE Steamship VINE BRANCH, will be despatched as above on or about TUESDAY, the 10th September.

For Freight and further particulars, apply to DODWELL & CO., LTD., Agents.

Hongkong, August 8, 1907.

1274

PRINTING.

PRINTING.

PRINTING.

Artistic Printing

AND

Book Binding

Done with Neatness and

Despatch

At Moderate Prices.

Programmes

Company Reports

Business Circulars

and

Books of all kinds.

Under European Supervision

China Mail Office

51 WYNDHAM STREET.

HONGKONG.

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Mediums for

Advertising are

"CHINA MAIL,"

THE

"OVERLAND

CHINA MAIL,"

AND THE

"HONGKONG WEEKLY."

Read by all Classes in the Colony

Established over Half-a-Century.

THE BACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due at	Due at
to	HONGKONG	from Colombo to	Marseilles & London	London
TONS	Sept. 21	TONS	Saturday, 1907	Saturday, 1907
MARMOIRA 10500	Sept. 21	INDIA 8000	Oct. 6	Oct. 13
MALTA 8000	Sept. 21	MONGOLIA 9500	Oct. 20	Oct. 27
DELTA 8000	Oct. 5	VICTORIA 7000	Nov. 2	Nov. 9
ORONA 7000	Oct. 19	BRITANNIA 7000	Nov. 16	Nov. 23
ABADIA 7000	Nov. 2	MOORIAN 9000	Nov. 30	Dec. 7
DEVANNA 7000	Nov. 16	CHINA 8000	Dec. 14	Dec. 21
MALTA 8000	Nov. 30	HIMALAYA 7000	Dec. 28	Jan. 4, 1908
DELTA 8000	Dec. 14	INDIA 8000	Jan. 11, 1908	Jan. 18
ORONA 7000	Dec. 28	MONGOLIA 9500	Jan. 25	Feb. 1
ABADIA 7000	Jan. 11, 1908	VICTORIA 7000	Feb. 15	Feb. 22
DEVANNA 7000	Jan. 25	BRITANNIA 7000	Feb. 29	Mar. 6
PENINSULAR 6500	Feb. 8	MOORIAN 9000	Mar. 7	Mar. 14
DELTA 8000	Feb. 22	CHINA 8000	Mar. 21	Mar. 28
ORONA 7000	Mar. 8	HIMALAYA 7000	Mar. 28	Apr. 4
MARMOIRA 10500	Mar. 22	INDIA 8000	Apr. 11	Apr. 18
DELTA 8000	Apr. 5	MONGOLIA 9500	May 2	May 9
ORONA 7000	Apr. 19	VICTORIA 7000	May 16	May 23
ABADIA 7000	May 3	BRITANNIA 7000	May 30	June 6
DEVANNA 7000	May 17	MOORIAN 9000	June 14	June 21

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
Enquiries on the above Mail Steamers the following—
INTERMEDIATE (NON-TRANSIT) STEAMERS
WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due at
HONGKONG	LONDON	LONDON
TONS	about	about
CEYLON 4000	Sept. 11	Oct. 28
NAMUR 7000	Sept. 18	Nov. 5
NAMUR 7000	Sept. 25	Nov. 12
BOERNE 4500	Oct. 2	Nov. 19
BOERNE 4500	Oct. 9	Nov. 26
SYRIA 7000	Oct. 16	Dec. 3
SYRIA 7000	Oct. 23	Dec. 10
SYRIA 7000	Oct. 30	Dec. 17
SUNDA 7000	Nov. 6	Dec. 24
SUNDA 7000	Nov. 13	Dec. 31
PALESTINE 7000	Nov. 20	Jan. 7, 1908
PALESTINE 7000	Nov. 27	Jan. 14
BOERNE 4500	Dec. 4	Jan. 21
BOERNE 4500	Dec. 11	Jan. 28
BOERNE 4500	Dec. 18	Feb. 4
SUMATRA 6700	Dec. 25	Feb. 11

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. * Carry only First Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

2221

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

Ship	Leave	Day
SHIBUKAWA MARU	FRIDAY, 30th	Aug. at Daylight.
DALIN MARU	SUNDAY, 1st	Sept. at 10 a.m.
FUKUSHU MARU	WEDNESDAY, 4th	Sept. at 10 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon, Amidships. Unparalleled Table.

* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO.

CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA.

VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sails
TREMONTE	8808	T. W. Garlick	10th September.
SUVERIC	8235	W. Shotton	1st October.
KUMERIC	8232	D. Baird	15th October.
SHAWMUT	8805	E. V. Roberts	6th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
FOOD. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw S.S. Shawmut and Tremonite are fitted with very superior
accommodation for First and Second Class Passengers. The large size of these vessels
enables them to sail at sea. Electric fan in each room. Barber's shop and steam bath.
* Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to

Doddwell & Co., Limited,
GENERAL AGENTS.

QUEEN'S BUILDINGS.

Shipping.

MESSAGERIES MARITIMES

FRANCE MAIL STEAMERS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEILLES, LONDON,
HAVRE, BORDEAUX, MONTREAL
AND BLACK SEA PORTS.

THE Steamship

POLYNESIE.

Captain Brou, will be despatched for

MARSEILLES on TUESDAY, the 3rd

September, 1907, at 1 P.M.

Passage Tickets and through Bills of

Lading issued for above ports, and for

Australia with prompt transshipment at

Colombo.

Cargo also booked for principal places in

Europe.

Next sailings will be as follows:—

S.S. TOURNAI, Sept. 17, 1907.

S.S. AUSTRALIAN, Oct. 1, 1907.

S.S. NEPA, Oct. 15, 1907.

S.S. YAMBO, Oct. 29, 1907.

S.S. ERMINE, Nov. 12, 1907.

S.S. TOURNAI, Nov. 26, 1907.

J. DE CHAMPEAUX,
Agent.

Hongkong, August 20, 1907. 1365

NOTICES TO CONSIGNEES.

AMERICAN ASIATIC STEAMSHIP

COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ

CANAL.

THE Steamship

INDRAVELLI,

Captain COLLINGTON, having arrived

from the above Ports, Consignees of

Cargo are hereby informed that their

Goods are being landed at their risk

into the Godowns of the HONGKONG AND

KOWLOON WHARF AND GODOWN CO., LTD.,

at Kowloon and stored at Consignees' risk

and expense.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the 2nd

September, will be subject to rent.

All Broken, Chafed, and Damaged Goods

are to be left in the Godowns, where they

will be examined on Monday, 2nd September,

at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & CO.,

Genl. Agents.

Hongkong, August 27, 1907. 1362

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SIKH.

FROM GLASGOW, LIVERPOOL AND

STRAITS.

CONSIGNEES of Cargo are hereby

informed that their Goods are being

landed at their risk into the

Godowns of the HONGKONG AND

KOWLOON WHARF AND GODOWN COMPANY, LTD.,

at Kowloon, whence and/or from the

wharves delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods remaining undelivered after the 30th

inst. will be subject to rent.

All Claims against the Steamer must be

presented to the Underwriter on or before

the 20th September, or they will not be

recognized.

All Broken, chafed, and damaged Goods

are to be left in the Godowns, where they

will be examined on the 30th inst., at

3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODD WELL & CO., LTD.,

Agents.

Hongkong, August 27, 1907. 1361

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

PRINZ HEINRICH,

having arrived, Consignees of Cargo are

hereby informed that their Goods with the

exception of Opium, Treasures and Valu-

ables, are being landed and stored at their

risk into the hazardous and/or extra haz-

COLUMBIA-SAN PEDRO WRECK.

Mate Tells of the Wreck.

ECUREKA, Cal., July 24.

From Ben Hopkinson, first mate on

the San Pedro, who was on the bridge

at the time of the accident, the following

version of how the collision and wreck

occurred, has been obtained:

"It was about ten or fifteen minutes

past 12 o'clock Sunday morning when the

lookout, E. Solberg, told me that there

was a whistle ahead on the port bow, and

I ported the helm a couple of points.

As the sound came nearer I told

the man at the wheel to port the

helm again. I continued to sound the fog

signal. The approaching vessel answered

the fog signal. Then came two blasts

of the Columbia's whistle. When I saw

the lights on the Columbia I gave

four rapid blasts of the whistle—

that is the danger signal. The

engine was stopped before I sounded the

danger signal, because I gave the engineer

two bells to stop before giving the four

whistles. The Columbia was crossing the

San Pedro's bow. The San Pedro struck

the Columbia on the starboard side about

twenty-five or thirty feet from the bow.

The Columbia was not very far away when

I first saw her lights, and when I saw the

lights I blew the whistle. I saw that there

was no show for us to starboard the helm.

Our only salvation was to port the helm,

which I did."

JAPAN'S DEBTS.

An Expert's Views.

The writer of the financial notes and

news in the "Standard," who is an

admitted expert, says on July 24:—"For

the first time for a considerable number of

years, Japan has met with a slight financial

reverse in the matter of her loan flotations.

It will be remembered that the South

Manchurian Railway Loan, of which the

prospectus was issued last week, was for

£4,000,000, in Five per Cent., at 97. The

loan was underwritten on the basis of 2 per

cent commission, and underwriters will

receive about 48 per cent. of the total,

thus making the public applications for

the loan a little over £2,000,000.

With the usual promptness which charac-

terizes the banks issuing the Japanese

loans, the letters of allotment were out

shortly after the closing of the lists, not-

withstanding the fact that the subscription

lists were decidedly heavy as regards the

number of applicants, the genuine pro-

vincial investor being very much in

evidence. Indeed, there is no doubt that

but for the complete absence of any kind

of speculative interest, the loan would have

been covered. All the same, Japan

will be well advised to note the two

main reasons for the comparative failure

of the issue. Neither the terms of the

loan nor its security were at any

moment in question, but the time chosen

was inopportune, owing to the depression

of all financial business, while the presence

of Japan as a borrower so soon after the

conversion operation of a few months ago

was, undoubtedly, resented in financial

quarters. As already stated, the merits of

the loan itself were not in question, and if

the Japanese Government can be convinced

by the failure to place the loan direct with

the public, that it has on this

occasion imperfectly gauged the present

attitude of European markets towards fresh

borrowing operations, and especially of the

sensitiveness of lenders to a too frequent

application for money from one quarter,

the non-success of the present Japanese

loan is a circumstance not, perhaps, wholly

to be regretted. In view of the handsome

profits which have arisen out of previous

operations, and having regard to the

surrounding conditions, underwriters them-

selves will probably be far from dissatis-

fied with the nature of the allotment,

though many, no doubt, expected a com-

plete release. There is no doubt that, in

addition to the other circumstances referred

to, the loan was sentimentally affected

during the last two days by the disturbances

in Korea."

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, August 22nd, 1907.

* At 100 cents per Dollar Mexican.

Dutcher Meats.

Beef sirloin & prime cut—Mal Long Pa ... lb 20

Roast—Shiu 20

Breast—Nagu Lam 15

Soup—Tong Yuk 15

Steak—Nagu Yek Pa 20

Cutlet—Nagu Yek Pa 20

Vessels Advertised as Loading

DESTINATION	BY	DATE	TIME	STATUS

ORIGINATOR.	VEHICLE.	AGENTS.	DATE OF LEAVING.

Australian Ports	Eastern (s).....	Gibb, Livingston & Co.	Aug. 31, at Noon.
Boston & New York.....	Glasgow (s).....	Dodwell & Co. Limited	Sept. 14.
Cebu & Iloilo.....	Kaifong (s).....	Butterfield & Swire	Sept. 3, at 4 p.m.
Chetum and T. Antwin.....	Niuchow (s).....	Butterfield & Swire	Sept. 7, at 4 p.m.

Onetou & Nchwang..	Kweiyang (s)	Butterfield & Swire	Sept. 7, at 4 p.m.
Callan Iqu que, vJapa	Glenfarg (s)	Toyo Kisen Kaisha ...	Aug. 30, at Noon.
Hoihow & Haijohm	Singon (s)		

Japan & Port and, Or.	undersea & Swire,	Aug. 31, Daylight.
Kobe & Yokohama.	Alesia (s)	Portland & A. S. Co.	Sept. 1, at 10 a.m.
Kobe & Yokohama.	Pamba Maru (s)	Nippon Yusen Kaisha	Sept. 7, Daylight.
Kudat and Sandakan	Chit-gu (s)	Antarfield & Swire	Sept. 10, at 4 p.m.
Kobe and Yokoham	Barthol (s)	Melchers & Co.	Sept. 3, at 9 a.m.
London, &c.	Rinz Wildomar (s)	Melchers & Co.	About Oct. 18.
	Maru (s)		

London & Antwerp..	Sept 7, at Noon.
Mar., L'don, A'erp, &c	About Sept. 11.

Manila, A'lian Ports.....	Kumano Maru (s).....	Nippon Yusen Kaisha.....	Sept. 6, p.m.
Manila, A'lian Ports.....	Tsai-an (s).....	Butterfield & Swire.....	Sept. 4, at Noon.
Manila, A'lian Ports.....	Prince Sigismund (s).....	Melchers & Co.....	Sept. 7, at 4 p.m.
Maraculeu, v. Saigon.....	Polystion (s).....	Messageries Maritimes.....	Sept. 12, at Noon.
Manila.....	Zafro (s).....	Shewan, Tomes & Co.....	Sept. 3, at 1 p.m.
Manila.....	Rabl (s).....	Shewan, Tomes & Co.....	Sept. 7, at Noon.
Manila.....	Loongsang (s).....	Jardine, McOon & Co.....	Sept. 4, at Noon.
			April 30, at 4 p.m.

Yoshiaki Kato	Yearn (a)	Interfield & Swine	Sept. 3, at 4 p.m.
Yoshiko Kato	Yoshiko Maru (a)	Nippon Yusen Kaisha	Sept. 4, at noon.
Yasube, Genzo (a)	Yasube, Nisio Friedrich.	Melchers & Co.	Sept. 1, at Noon.
New York	Satsuma (a)	Wells & Co. Limited	Sept. 7.
New York	Rich (a)	Wells & Co. Limited	Sept. 7.
San Francisco via Japan	Chihara (a)	Pacific Mail S.S. Co.	Aug. 31, at Noon.
San Francisco via Japan	Ohira (a)	Pacific Mail S.S. Co.	Sept. 7, at Noon.
San Francisco via Japan	Yanchura (a)	Pacific Mail S.S. Co.	Sept. 14, at Noon.
San Francisco via Japan	Nippon Maru (a)	Toyo Kisen Kaisha.	Sept. 21, at Noon.

San Francisco v. Japan	Perkin (s)	O. & O. S.S. Co.	Oct. 1, at Noon.
Seattle, v. S'hai, Japan	Minnesota (s)	O. & O. S.S. Co.	Oct. 11, at Noon.
Chicago, v. Japan		Nippon Yusen Kaisha.	Sept. 19, at Noon.

S'pure, P'ang, Chaiute	Kuangang (s)	Jardine, W'son & Co, Ltd	Sept. 3, at 3 p.m.
S'pure, P'ang, Obo, etc	Yeshohi Mara (s)	Nippon Yusen Kaisha	September 7.
Shai, Kobe & Y'ham	Australian (s)	Messageries Maritimes	About Sept. 1.
Shanghai, Kobe, Y'ham	Groen (s)	Melchers & Co	About Sept. 10.
Shanghai	Walsheng (s)	Jardine, W'son & Co, Ltd	Sept. 1. Daylight.
Shanghai	De'la (s)	P. & O. S. N. Co.	About Sept. 5.
Shanghai, Moji, Kobe Y'ham	Vanila (s)	P. & O. S. N. Co.	About Sept. 5.
S'wato & Shanghai.	Shanghai		About Sept. 4.

Swatow & Shanghai...	Yachow (s).....	Butterfield & Swire...	Aug. 31, at 4 p.m.
Sourabaya	Shihahore Mam (s)	Butterfield & Swire...	Sept. 5, at 4 p.m.

S'tow, Amoy & Tamsui	Daijin Maru (s)	Osaka Shosen Kaisha.	Aug. 30, Daylight.
S'tow, Amoy & Anping	Fukushu Maru (s).....	Osaka Shosen Kaisha.	Sept. 1, at 10 a.m.
Tientsin		Osaka Shosen Kaisha.	Sept. 4, at 10 a.m.

Vladivostok	Cheongahing (s).....	Jardine, Matheson & Co., Ltd.	Aug. 31, at 4 p.m.
Victoria, B.C., Seattle	Vine Branch (s)	Dodwell & Co. Limited	About Sept. 10.
	Tango Mary (s).....	Nippon Yusen Kaisha	Sept. 3, Dairen

Victoria, B.C., Tacoma	Freemont (s)	Dodwell & Co. Limited	About Sept. 10.
Victoria, B.C., Tacoma	Suvero (s)	Dodwell & Co. Limited	About Sept. 10.
Victoria, B.C., Tacoma	Kumeric (s)	Dodwell & Co. Limited	October 1.
Vancouver, (B.C.), & Fort		Dodwell & Co. Limited	October 15.
Vancouver, (B.C.), & Fort		Canadian P'f's R. Co.	Sept. 11, at Noon.
Vancouver, (B.C.), & Empress of China (s).		Canadian P'f's R. Co.	Sept. 26, at 4 p.m.
Vancouver, (B.C.), & Empress of India (s).		Canadian P'f's R. Co.	Oct. 24, at 4 p.m.
Vancouver, (B.C.), & Montpelge (s)		Canadian P'f's R. Co.	Nov. 6, at Noon.

SHARE LIST—QUOTATIONS

August 29, 1907,

Stocks.	No. of Shares.	Value.	Paid up.	Closing Quotations Cash.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	(84 1/2) 340 1/2 London, 276 1/2
National Bank of China, Limited ...	98,925	£ 7	£ 6	\$51 1/2 100,000, 0. 1, (415 paid up)
MARINE INSURANCE.				
Union Insurance Co. of Cn., Ltd.	10,000	£ 250	£ 250	

Caution Insurance Office Co., Ltd. ...	10,000	£	250	£	50	3270
China Traders Insurance Co., Ltd.	24,000	£	83.33	£	25	390
North-China Insurance Co., Ltd. ...	10,000	£	15	£	5	77a. 75. buyers

Union Insurance Society, Limited...	10,000	250	100	2772	
Yangtze Insurance Association Ltd.	8,000	100	60	3180	sellers
FIRE INSURANCES.					
Obina Fire Insurance Co., Ltd.	20,000	100	20	337.	sellers
Hongkong Fire Insurance Co., Ltd..	8,000	250	50	4315	sellers
DOCKS, ETC.					

H'kong & Whampoa Dock Co., Ltd.	50,000	\$	50	all	\$103, buyers
Geo. Fenwick & Co., Limited.	18,000	\$	25	\$	25 \$17, sellers

New Amoy Dock Co., Ltd.	10,000	\$	62	\$	62	111, sellers
Shanghai Dock and Eng. Co., Ltd.	55,700	Tls.	100	Tls	100	Tls. 80
STEAMBOATS, TUGS, ETC.						
Donghai and Manila S. S. Co., Ltd.	30,000	\$	25	\$	25	115, buyers
Cebu Steamship Co., Limited.	20,000	\$	60	sl	61	
H.K. O. and M. Steamboat Co., Ltd.	80,000	\$	15	15	62	112, sellers

Indo-China S. N. Company, Ltd.	60,000	2	-5	all	\$30, Prefd.
	10,000				\$28, Defd.

Har Ferry Company, Ltd.	10,000	\$ 100	10	\$22, 10/100
" "	10,000	" 100	5	\$12, 10/100
Khai Transport & Trading Co., Ltd.	5,000,000	" 10	1 1/4/-	
She Tin and Lighter Co., Ltd.	8,000	Tls.	60 Tls.	50 Tls. 48
Shanghai Tang and Lighter Co., Ltd.	200, 000	Tls.	50 Tls.	50 {Tls. 47 Tls. 47}
do. Preferences.	100,000			
REFINERIES.				
China Sugar Company, Limited.....	20,000	\$ 100	all	\$50, 10/100

uzon Sugar Company, Limited...	7,000	100	all	\$88, 800,000
Perak Sugar Cultivation Co., Ltd. ...	7,000	100	all	\$21, 200,000
		75. 50	75. 50	75. 90

Y.K. & Kow, Wharf & Godown Co.	40,000	50	all	\$67, sellers
Canton Wharf and Hongkew Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 322
LAND AND BUILDING, Hongkong Land Investment and Agency Company, Limited	50,000	\$ 100	100	100, sellers

Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 102
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Lowman Land and Building Com- pany, Incorporated	6,000	50	30	\$36, buyers
El-hai-wel Land & Building Co., Incorporated	3,674	75	25	75s. 9
Empire Estate & Fin. nec Co.	150,000	20	10	\$100, buyers
West Point Building Co., Limited	12,500	50	50	\$48
TRINIDAD				
The Peak Tramways Co., Ltd.,	75,000	10	all	\$11, buyers \$14, (new) buyers

MINING.				
Société Française des Charbon-	16,000	Fcs. 350	all	1480. buyers

Agas de Tonkin	200,000	5	18/10	87, buyers
Baux Aust. Gold Mining Co., Ltd., HOTEL, ETC.	12,000	3	50	all 100, buyers
Angkor Hotel Company, Ltd., Motor House Hotel Co., Ltd. (S'nni)	30,000	25	25	126 1/2
DISPENSARIES.				
S. Watson & Co., Limited	90,000	10	10	101, buyers

Watkins Limited.....	10,000	\$	10	2	10	32 1/2
LIGHTING.						
K. and China Gas Co. Limited	2,000	£	10	all		3175 lamps

...and Co., Ltd.	8,000	Tls.	50	Tls.	50	Tls.	110
... Gas Company, Ltd.	40,000	\$	10	\$	10	\$12	sellere
... Electric Co., Limited							
BRICK AND CEMENT.							
... Island Cement Co., Ltd.	400,000		10		10	\$11	sellere
MISCELLANEOUS.							
... Asbestos Eastern Agency, Limited	8,604	£	12/8		12/8	96/	

ited Asbestos Oriental Agency,	1,000 cda,	\$	10	\$	4	\$10	
Limited	100 ldr	\$	10	\$	10	\$150	buyers
ion Waterfront Co. Limited	10,000	\$	10	\$	10	\$15	

ong Wo Shing Co., Limited	36,000	3	75	10	312	buyers
ongkong Dairy Farm Co	25,000	3	75	8	310	buyers
ongkong Ice Company, Limited	5,600	3	25	all	3241	buyers
ongkong Waterworks Co., Ltd.	7,200	12	20	20	713	300
ongkong Rope Manufacturing Co., Ltd	50,000	10	all	323	buyers	
ongkong Cotton Spinning Co., Ltd	126,000	3	10	10	311	cells
ongkong Cotton Spinning and Weav-	20,000	7 1/2	50	7 1/2	50	7 1/2
ongkong Co., Limited						7 1/2

International Cotton Manufactur- ing Co., Limited	10,000	Tls. 75	Tls. 75	Tls. 51
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...and Cotton spinning	8,000	Tls. 100	Tls100 Tls. 92 ₃
and Weaving Co., Ltd.	2,000	Tls. 500	Tls500 Tls. 395
Ches Cotton-Spinning Co., Ltd.	200,000	\$	\$ 10 \$8.90, sellers
ana Provident Loan Mortgage Co., Limited	80,000	\$	12 \$ 12 \$9 ₁
ana Borneo Company, Ltd.	1,200	\$	10 all \$20, sellers
mpbell, Moore & Co., Limited ..	12,660		

... Powell, Limited	\$3,000	10	10	88, sellers
... China Morning Post.....	\$5,000	25	25	822

Light and Power Company.....	50,000	10	10	26
Laundry Company, Limited.....	20,000	5	5	27, sellers
CIGAR COMPANIES.				
Phillips Co., Limited.....	87,500	10	10	26
Tabaco Limited.....	300	500	50	120
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LOANS.	Amount.	Value.	Interest.	Guarantee.

VERNON and SMITH Share-Brokers.

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